

“Old Age” verses “New Age” in the Sustainment of Legacy Hardware

or

LEGACY DMSMS

An Archeological Adventure!

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Overview

- Current CAD-centric System Design
- Design Philosophy – BC (Before CAD)
 - System Performance is the Design Driver
 - High MICAP Rates
 - High CND and RTOK rates
 - High spares buy to facilitate “swaptronics”
 - Large BIT Ambiguity Groups
 - USAF Illustrated Parts Breakdown
 - DLA/FLIS Cataloging
- Capturing Design In A Pre-CAD World
- The Wild, Wild West of Part Usage

Contrast of Current and Legacy System Design Philosophies

Current Computer Aided Design -(CAD)

- Design rules integrated into the tool
- Disciplined Part Selection
- Balanced Design
- High Reliability
- Accurate Fault Detection /Isolation
- Designs Facilitate Sustainment
- Maximizes the use of Standard Parts

System Design – BC (Before CAD)

- Design rules just beginning to be understood
- Static OEM Preferred Parts List
- Unbalanced Design
- High CND and RTOK rates
- Poor Fault Detection
- Large Ambiguity Groups
- Low MTBF
- Designs Mandate Huge Spares Quantities (swaptronics)
- Maximized the use of NON Standard parts documentation.

Design Philosophy - CAD

- CAD incorporates all of the historical lessons learned into the design rules of the CAD software.
- Insures that the proper System Engineering process is utilized (no cheating).
- Insures accountable design margins are included in the CAD software.
- Results in a balanced design

Design Philosophy – BC

- Most of the Avionics Suite flown on the F-15 aircraft was designed in the late 1960's and very early 70's
 - System Performance was the design driver to the detriment of cost, schedule and sustainment.
 - No Computer Aided Design tools.
 - Slide Rules and Brain Power.
 - Prototype Brassboarding was essential to the design process.

Avionic Hardware Design - BC

- Design Engineers restricted to the OEM's Preferred Parts List (PPL) to implement their design.
- Preferred Parts List was never reviewed for DMSMS. If it occurred, it was fixed no matter the impact to keep the production lines running.
- Government restriction that no more than three percent (3%) of the OEM design data package could represent NON-STANDARD Part Types
 - *OEM's were very clever in working around that restriction.*

Capturing Design In A BC World

EXAMPLES OF CLEVER DESIGN DOCUMENTATION
WHILE MEETING SYSTEM NEEDS

986194

These non-standard parts MUST be correctly cataloged or they are vulnerable to DLA/DSCC Item Reduction or Standardization actions with no input from System Engineering community. This is “obsolescence by cataloging”!

986194-1B Cataloging

IHS Haystack Gold - Federal Logistics Information System - Microsoft Internet Explorer provided by USAF

http://haystack.ihserc.com/Code/Flis_BriefSP.asp?D=B298398

IHS Haystack Gold - Federal Logistics Information...

IHS The Source for Critical Information and Insight™

Database Reports About Help

HITS: 2 FLIS/TIR RESULTS PAGE: 1 OF 1 PAGE SIZE: 15

Modify Search

FSC	NIIN		Item Name	Part No.	CC	VC	CAGE	Company
5950	00-621-7036	P T C	REACTOR	986194-1B	3	2	82577	RAYTHEON COMPANY
5950	01-116-0892	P T C	REACTOR	986194-2B	3	2	82577	RAYTHEON COMPANY

<< First < Prev Next > Last >> Print/List Tailor


■ Indicates a Design/Source Control Reference Item
■ Indicates an NSN or Part Number that is not currently supported by DLA
The first 16 characters of Item Name and Company are shown.
Hold your mouse over these items to see the full text

Cataloged as Specification Control Item.

986194 Depot Impact

File Analysis IPB Indenture Window

Reverse Indenture

Enter Part #: 986194% Show: 3 Levels of Indenture Sort Child Nodes By: ☒ IPB ☐ Part #  Generate

or NIIN: ☐ Cross IPB Boundary

Part #	Cage Code	NIIN	Description	QPA	IPB	Figure	Index	MDS
[-] 986194-2B	82577		REACTOR					
[-] 3267135-3	82577	010479037	SWITCHING REGULATOR MODULE ASSEMBLY	1	12P2-2APG63-34	33	48	F015A, F015B, F015C
3173081-150	82577	010447134	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	52	
3173081-155	82577	010783230	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	52	
3173081-170	82577	010603721	PROCESSOR, RADAR DATA MX-9099/APG (9)	1	12P2-2APG63-34	1	52	F015CIS, F015CSF
3173081-170C	82577	012348535	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	52	F015A, F015B, F015C

AN/APG-63 RADAR! This is a Mission Critical/Safety of Flight Application!

989115 Part Type

989115

How is 989115 cataloged?

989115 Cataloging

INFOCON: 3 UNCLASSIFIED FPCON: Alpha

IHS Haystack Gold - Federal Logistics Information System - Microsoft Internet Explorer provided by USAF

http://haystack.ihserc.com/code/Flis_BriefSP.asp?D=B2987F2

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Back To Search

HITS: 4 FLIS/TIR RESULTS PAGE: 1 OF 1 PAGE SIZE: 15

Modify Search

FSC	MIN		Item Name	Part No.	CC	VC	CAGE	Company	Latest ML-C Price
5950	00-324-3051	P T C	COIL,RADIO FREQU	989115-14B	3	2	82577	RAYTHEON COMPANY	\$208.25
5950	01-148-6053	P T C	COIL,RADIO FREQU	989115-1B	3	2	82577	RAYTHEON COMPANY	\$74.36
5950	01-122-4528	P T C	COIL,RADIO FREQU	989115-22B	3	2	82577	RAYTHEON COMPANY	\$29.75
5950	01-084-6381	P T C	COIL,RADIO FREQU	989115-2B	3	2	82577	RAYTHEON COMPANY	\$4.14

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Cataloged as a Specification Control Item

989115 Depot Usage

File Analysis IPB Indenture Window

Enter Part #: 989115%
or NIIN:

Show: 3 Levels of Indenture
☐ Cross IPB Boundary

Sort Child Nodes By:
☒ IPB ☐ Part #

Generate

Part #	Cage Code	NIIN	Description	QPA	IPB	Figure	Index	MDS	MMAC (Material Man.
989115-14B	82577		COIL,RADIO FREQUENCY						
3267139	82577	010436631	MEMORY & INPUT/OUTPUT POWER SUPPLY M(3	1	12P2-2APG63-34	29	46	F015A, F015B, F015C, F015CIS, F015CS	FX - F-15 EAGLE
3173081-150	82577	010447134	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	50		FX - F-15 EAGLE
3173081-155	82577	010783230	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	50		FX - F-15 EAGLE
3173081-170	82577	010603721	PROCESSOR, RADAR DATA MX-9099/APG (9).	1	12P2-2APG63-34	1	50	F015CIS, F015CSR, F015DIS, F015DSR	FX - F-15 EAGLE
3173081-170C	82577	012348535	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	50	F015A, F015B, F015C, F015D	FX - F-15 EAGLE
3267135-3	82577	010479037	SWITCHING REGULATOR MODULE ASSEMBLY	1	12P2-2APG63-34	33	69	F015A, F015B, F015C, F015CIS, F015CS	FX - F-15 EAGLE
3173081-150	82577	010447134	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	52		FX - F-15 EAGLE
3173081-155	82577	010783230	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	52		FX - F-15 EAGLE
3173081-170	82577	010603721	PROCESSOR, RADAR DATA MX-9099/APG (9).	1	12P2-2APG63-34	1	52	F015CIS, F015CSR, F015DIS, F015DSR	FX - F-15 EAGLE
3173081-170C	82577	012348535	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	52	F015A, F015B, F015C, F015D	FX - F-15 EAGLE
3203652-1	82577								FX - F-15 EAGLE
3173039-125	82577								FX - F-15 EAGLE
3173039-131	82577								FX - F-15 EAGLE
3203652-1	82577								FX - F-15 EAGLE
3173039-125	82577								FX - F-15 EAGLE
3173039-131	82577	011356194	ANALOG TARGET DATA PROCESSOR	1	12P2-2APG63-54	1	7	F015C, F015D	FX - F-15 EAGLE
3526052	82577	010593816	A/D CONVERTER ASSEMBLY - DO NOT SUB 320 6	1	12P2-2APG63-54	8	44	F015C, F015D	FX - F-15 EAGLE
3173039-125	82577	010156233	ANALOG TARGET DATA PROCESSOR	1	12P2-2APG63-54	1	7	F015A, F015B	FX - F-15 EAGLE
3173039-131	82577	011356194	ANALOG TARGET DATA PROCESSOR	1	12P2-2APG63-54	1	7	F015C, F015D	FX - F-15 EAGLE
3526053-3	82577	011160768	FREQUENCY CONTROL DETECTOR ASSEMBLY	1	12P2-2APG63-54	10	72	F015C, F015D	FX - F-15 EAGLE
3173039-131	82577	011356194	ANALOG TARGET DATA PROCESSOR	1	12P2-2APG63-54	1	8	F015C, F015D	FX - F-15 EAGLE
989115-2B	82577		COIL,RADIO FREQUENCY						
3267139	82577	010436631	MEMORY & INPUT/OUTPUT POWER SUPPLY M(1	1	12P2-2APG63-34	29	70	F015A, F015B, F015C, F015CIS, F015CS	FX - F-15 EAGLE
3173081-150	82577	010447134	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	50		FX - F-15 EAGLE
3173081-155	82577	010783230	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	50		FX - F-15 EAGLE
3173081-170	82577	010603721	PROCESSOR, RADAR DATA MX-9099/APG (9).	1	12P2-2APG63-34	1	50	F015CIS, F015CSR, F015DIS, F015DSR	FX - F-15 EAGLE
3173081-170C	82577	012348535	RADAR DATA PROCESSOR	1	12P2-2APG63-34	1	50	F015A, F015B, F015C, F015D	FX - F-15 EAGLE

EXTENSIVE USAGE THROUGHOUT AN/APG-63 RADAR!

989141 Part Type

989141

This part is not stock listed but shows Depot Usage?!

Depot Usage

989113-15B, -17B, -19B, -37B Part Type, Cataloging and Depot Usage

[989113-15B, -17B, -19B, -37B](#)



Microsoft Office
PowerPoint Presentation

[989113 Depot Usage](#)

925525-501B

[925525](#)



Microsoft Office
verPoint Presentat

[925525 Depot Usage](#)

Avionic Hardware Design - BC

- Design was committed to hardware in the form of a “brass board”!
 - Samples of every vendor who manufactured the needed function (e.g. dual NAND gate) was procured and the system functionality was built on a brass board.
 - If the functionality met system specs after a particular vendor’s part was inserted into the brass board, then that vendor’s part number was added to the OEM Specification!

Radar Example of Performance Driven Design

- Selected Item Source Control Drawings, e.g. 932047 Hex Inverter
 - 932047-501—Std datasheets limits for $T_{PD} = 22\text{nsec}$
 - 932047-502—Selected $T_{PD} = 17\text{nsec}$
 - 932047-503—Selected $T_{PD} = 15\text{nsec}$

2 nsec diff in 1969!!
- Clearly the intent was to have this inverter as fast as technology would allow, relative to the other logic ICs in the design.
- Speed incompatibility with other replacement parts will result in Next Higher assembly bench failure, or worse, a CND

USAF – Illustrated Parts Breakdown

**NOT MEASUREMENT
SENSITIVE**

**MIL-PRF-38807C (USAF)
29 November 1996
SUPERSEDING
MIL-PRF-38807B (USAF)
10 April 1991**

- **PERFORMANCE SPECIFICATION**
- **TECHNICAL MANUALS - ILLUSTRATED PARTS BREAKDOWN**
- This specification is approved for use by the Department of the Air Force and is available for use by
- all Departments and Agencies of the Department of Defense.

USAF – Illustrated Parts Breakdown

- 3.5.12 Parts standardization. The following paragraph shall be included in the foreword chapter:

"Parts Standardization. Authority for use of a part number different than the part number listed in this IPB is established by the Department of Defense (DoD) Interchangeability and Substitution (I&S) Program. Refer to the DO43B Master Item Identification Base for Air Force I&S information. *The maintenance technician has final responsibility and authority for determining acceptability of substitute parts.*"

DLA Cataloging

- Production and Deployment of New Systems
 - Initial Provisioning
 - Bill of Material Cataloging

The Wild, Wild West of Part Usage



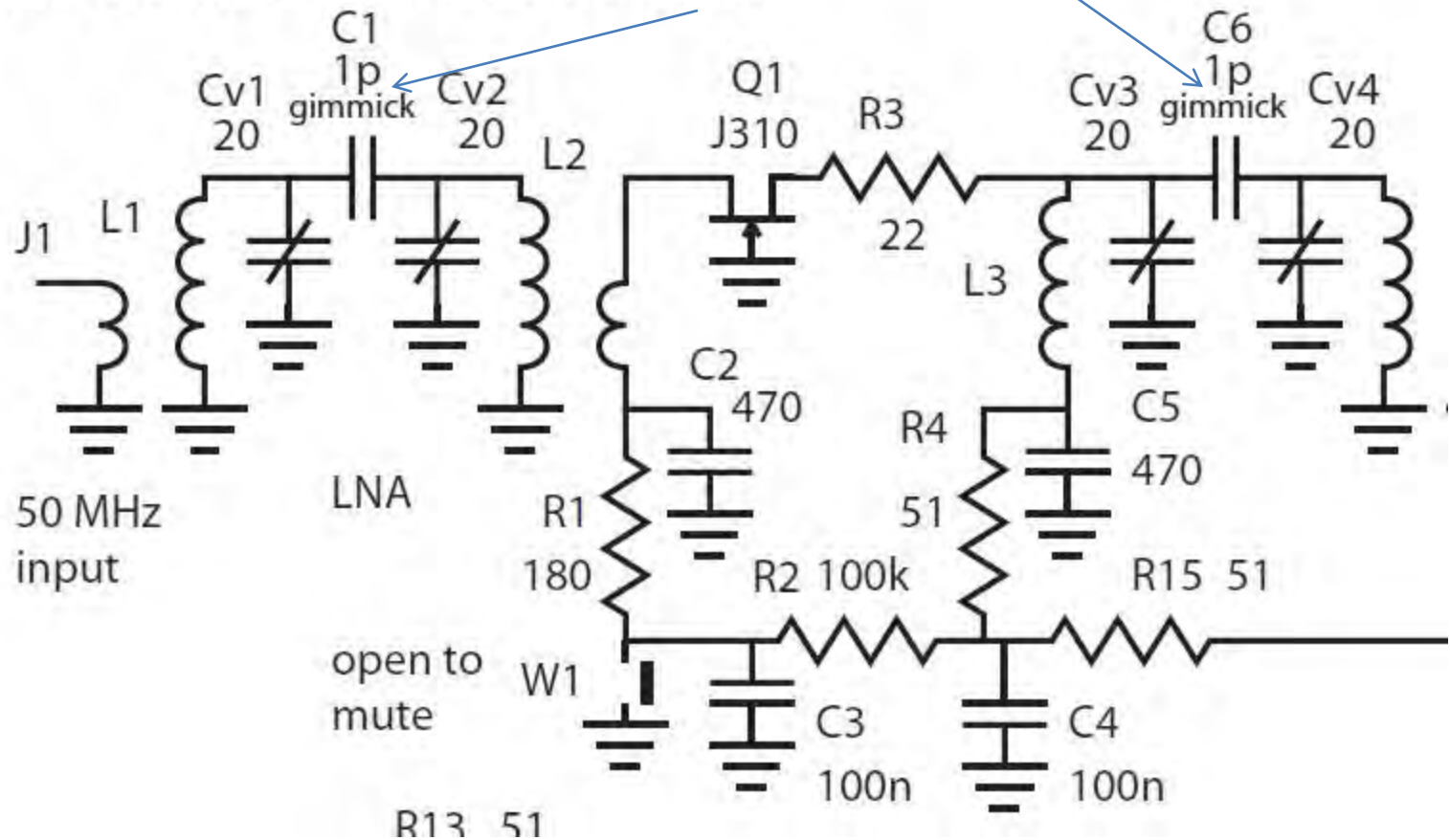
Triumph model 830 Oscillograph Wobbulator

The Wild, Wild West of Part Usage

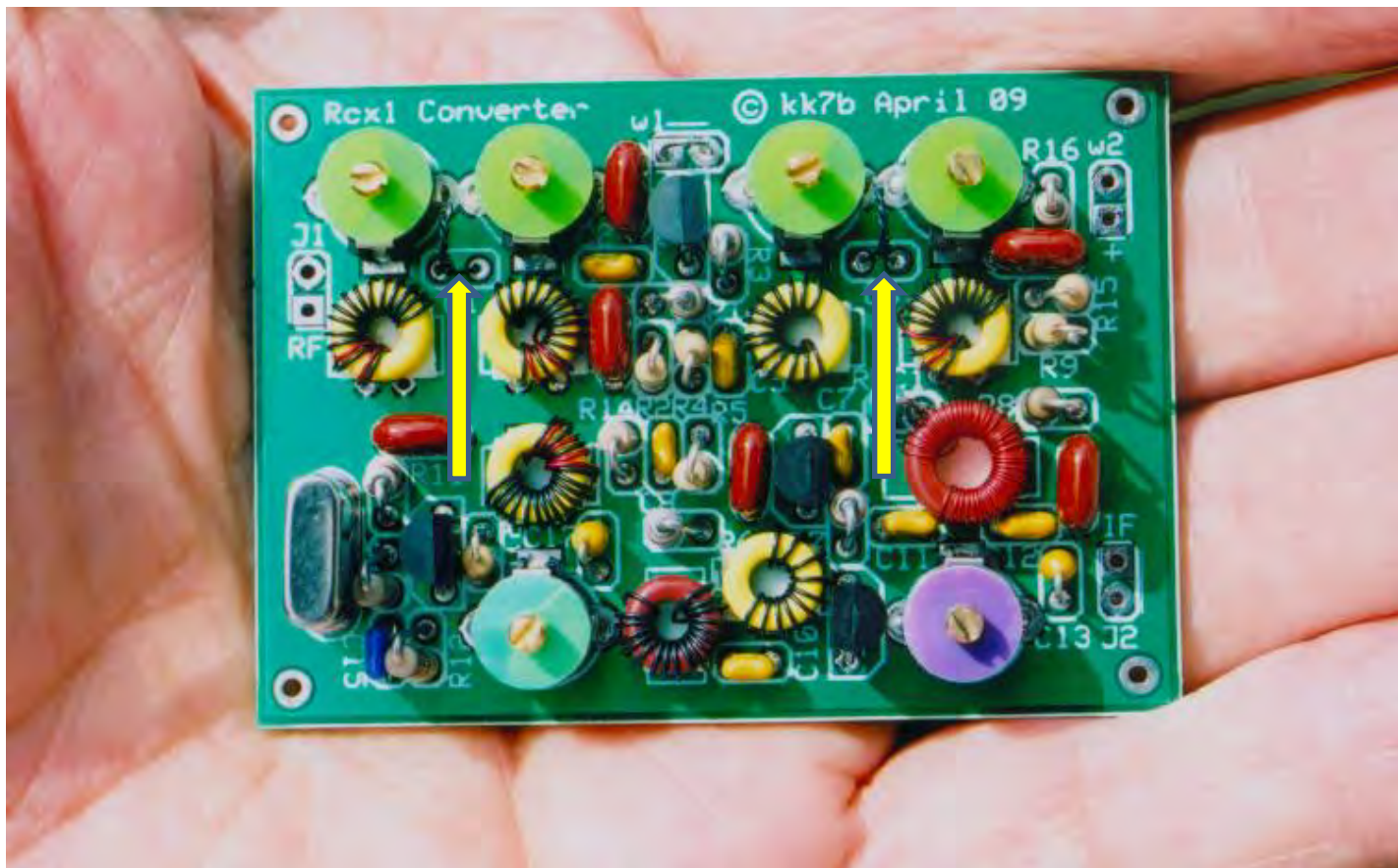
- System Design was Performance Driven
 - System Designers used parts in ways they were never designed to be used in order to meet performance requirement.
 - Electronic “gimmick”
 - Asynchronous Design
 - Flip Flop as a transient detector
 - Precisely cut wire as an inductor
 - Single ended performance requirement
 - Marginalized Reliability, Producibility and Sustainability

Gimmicks Captured in Schematic (in a 2009 design!)

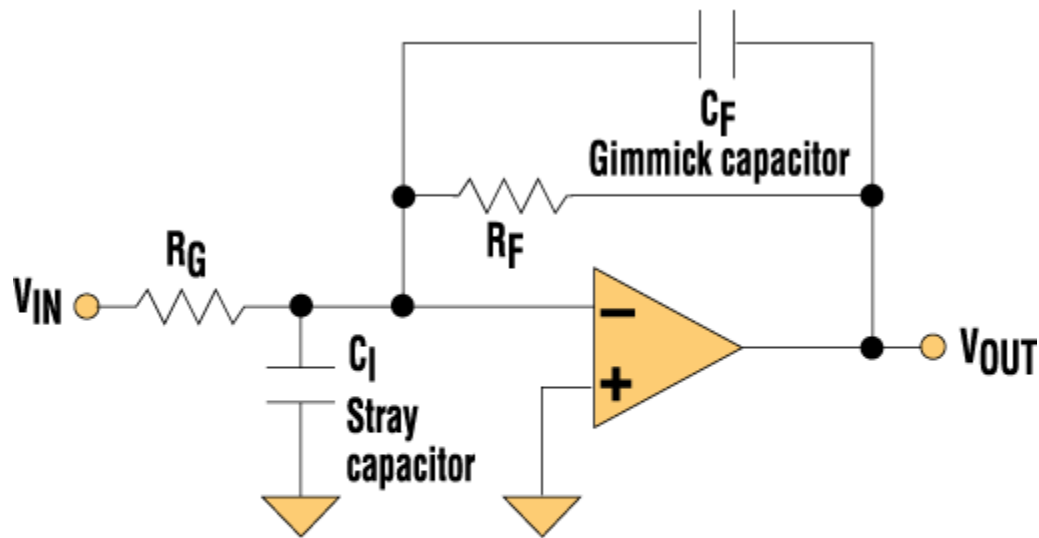
6m Converter Instructions



Gimmick Capacitor



Gimmick Capacitor



1. To stabilize the op amp, the gimmick capacitor (C_F) is made from copper traces and the circuit-board material.

SOFT FAILURES

Asynchronous Logic Design is the Major Culprit

Standard Design Methodology Pre-ASICs
Primary Cause for Soft Failures &
Can Not Duplicates—CNDs*

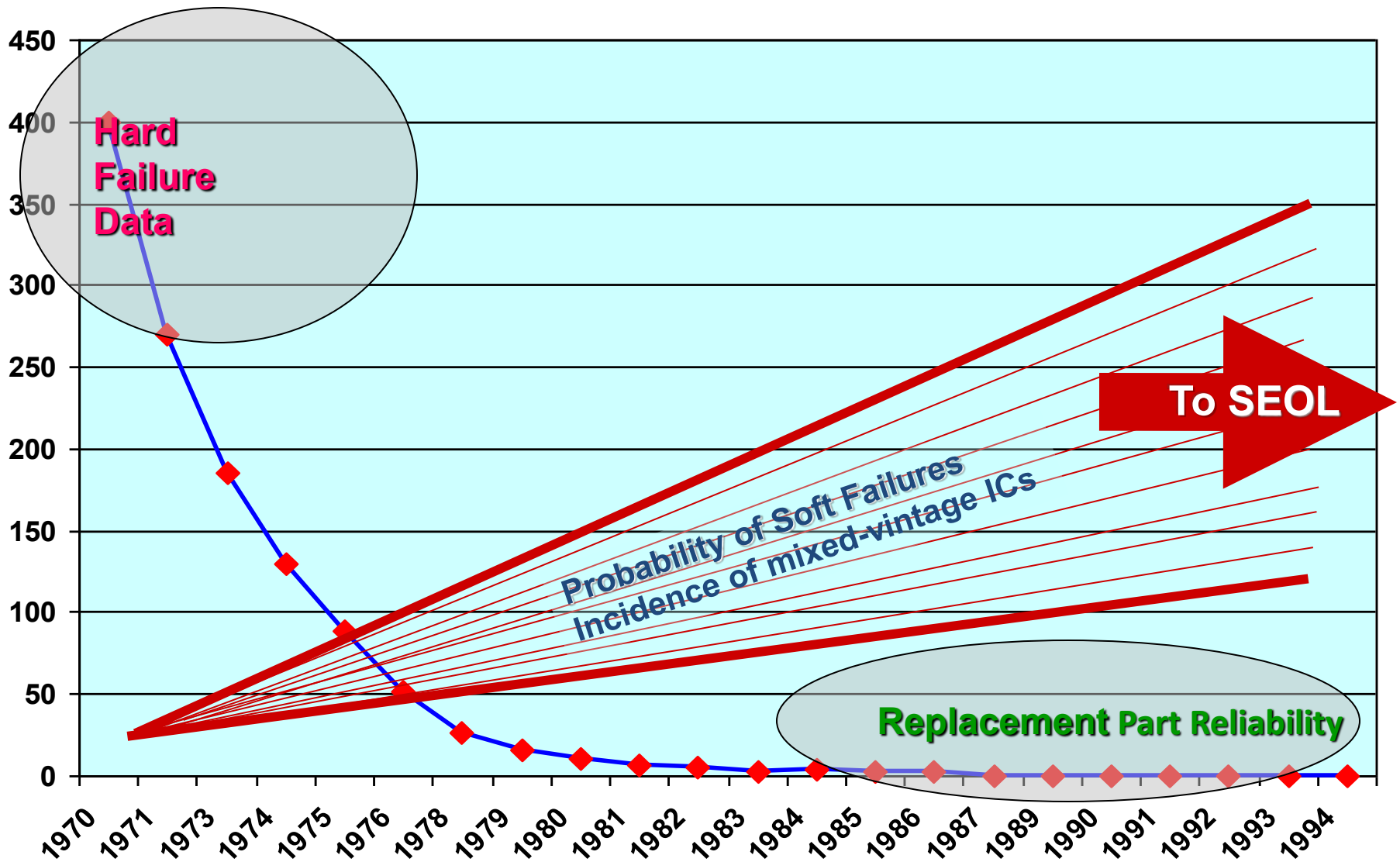
* A Soft Failure that only exists at environmental extremes

Potential Critical Malfunctions

All of the following conditions could be created with ICs that never go out of spec limits over the entire mil temp range

- The radar won't lock on to the target
 - Countermeasures don't deploy
 - Incorrect IFF transmit, or incorrect response
 - Missiles won't arm
 - Missiles won't fire
 - etc.
- This assumes that all use some digital asynchronous design in some portions of their design—highly probable***

But—What's the Real Threat?



Speed Kills!

- Performance failures caused by speed of one IC relative to one or more others—*All within specification (including temperature)*
- If one IC is too fast relative to one or more other ICs, then the corollary is true, i.e. the other ICs are too slow for the first IC
- The predominant “bad” IC, called a failure, meets the procurement specification, it just doesn’t work in the NHA
- These “bad” logic ICs and their failures are occurring in use with other relatively new digital ICs
- Consider the magnitude this increases to when repairing a card populated with ’70s logic with 2010 ICs

[There is no identifiable direct analogy with analog circuits]

Summary

- These examples are just the tip of the Iceberg
- USAF System Engineers MUST insure that OSS&E requirements are met
- Cataloging is a part of the OSS&E process
- Legacy Designs are much more difficult to sustain than present balanced designs.
- The scary part is that none of this is being taught in the Engineering Schools of today.

Questions?

